

# COAL FAMINE NEAR; RAILROADS BLAMED

Continued from first page.

uses. One railroad reports that out of 23,900 coal cars owned it now has but 2,800 available on its line and has been forced to place an embargo against coal going off its line in its cars.

The per diem charge under common agreement for the use of foreign equipment seems inadequate to secure its return at a time when there is a live demand for cars. Such procedure on the part of the railroads is nothing less than theft. The carriers by agreement have provided rules under which, when carried out in good faith, cars may promptly be returned to the home line. Departure from these rules is an appropriation of property which is morally unjustifiable.

"The duty of framing such rules rests primarily upon the carriers themselves," the appeal continues, "and the commission has said that unless such rules were made it would itself undertake the task. Such remedy, however, would be entirely inadequate to the imperative needs of the present situation." The commission makes these suggestions to the railroads of the country:

1. That a higher per diem rate shall be made to apply for the use of cars as between the carriers.
2. That an inspection service be at once instituted which shall report to this commission violations of the rules existing which are intended to insure the return of equipment to the home line.
3. That operating officials be instructed to make fuller use of locomotives and cars by increasing the speed of freight trains. An average movement of less than twenty-five miles a car a day is not adequate to the need of a time such as this. An increased speed of movement is tantamount to an increase in equipment.

"These suggestions," the commission adds, "are made in the hope that the carriers will at once co-operate as to bring about a change in conditions under which they may be able to fulfil the obligations that are cast upon them." The appeal goes on:

We are authoritatively advised that it has been the policy of some carriers to rely in times of car shortage upon the equipment built for and owned by their connections, and that, while the railroad systems of the country as a whole are adequately supplied to meet reasonable demands, the present embarrassment both of the railroads which have not been equally foresighted or which have pursued a policy of "renting" rather than buying cars is the chief cause of the present conditions. Inasmuch as carriers have not been able to devise for themselves methods by which they can secure honorable treatment from their connecting roads, the duty devolves upon all carriers to adopt methods which will give relief to the public.

### Shippers Urged to Hasten.

The shippers of the country under the rules of the carriers are allowed two days' free time after which demurrage in the amount of \$1 a day is imposed for the detention of a car. There have come to the commission no general complaints that the shippers are not acting with reasonable energy in loading and unloading cars, but in a situation such as the one now existing the commission feels justified in urging upon the shippers that they shall not avail themselves of the full limit of time allowed by the carriers, but will do their utmost to aid themselves and the country at large by releasing equipment as promptly as is possible.

"Should it appear that cars are being held by shippers at this time for storage purposes," the appeal concludes, "we shall give consideration to the issuance of a general rule which will temporarily apply a higher rate of demurrage than is now imposed."

close political observers estimate that, whoever wins, the plurality will be very small, less than 5,000.

Sunday saw no cessation of political activity, and several rallies were held throughout the state to-day.

examined, and he finally yielded to his entreaties.

Taking off his overcoat, the Governor sat down, while the two physicians shaved off a small patch of hair near

board that the church leaders might do this way emphasize the solemn duty of involving on the entire citizenship of intelligent and conscientious participation in affairs of state.

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